The news Scimitar

"Forty years fighting for the South."

Millions Will Be Spent This Year in Behalf of Good Roads Throughout This Section; Here Is Sample



GOOD ROADS IN ARKANSAS, SCENE OUTSIDE OF HELENA, SHOWING HOW PHILLIPS COUNTY DOES THINGS

en in the last year and as there is Means Much to Valley.

The people of this part of the nation er have been so united as now it desire for and the willingness to for good roads. Even the ob-tkers have given up and are yield ing to the actual economic demand— not pressure—for more good highways. The men once unalterably opposed to road work now are voting their places and their farms to be in on the im-

Road bond issues in Memphis terri-ory will total probably \$175,000,000. In-duding Louisiana as a part of the lower dischestippi valley the figure is near 200,000,000.

miles of permanent, hard-surfaced, all-year roads were built than in any other previous year, was one of the marvels to those actually in touch with the Progress, But there are indications on every hand that 1920 will far exceed

Memphis is situated to get the direct benefit of every dollar spent for better highways. It is the hub of a great geographical wheel whose spokes are a series of big trunk fines coming to the city from every direction. It is made the hub, not only because it is one of the fastest growing cities in the lower valley region and one of the biggest in the Central South, but because of its natural location and the fact that it is the only point for crossing the Missispin river below the

Cro.s River Here.

The Harahan bridge, with free wagon-ways to all traffic, is the only such bridge of proportions below St. Louis. The gerat transcontinental highways systems of the south half of the United States must of necessity, converge at Memphis because the city offers the only point of crossing the river.

Therefore the enormous sum of \$100,-000,000 which Arkansas has provided for building up het system of roads is directly a stupendous contribution to the upbuilding of Memphis. All the Arkansas roads to the east must cross the river at Memphis.

So it is with the other states. Memphis is the gateway north and south and

50 it is with the other suries. Mem-his is the gateway north and south and ast and west for the Mississippi val-ey and particular that part of the Mis-lestippi valley below St Louis. Memphis trade territory consequently Memphis trade territory consequently is getting all the advantages of the great system of trunk line or transcontinental highways that are being built in the south half of the United States. The highway system of Arkansas. Tennessee and Mississippi tie up with these trunk lines. They are the objectives toward which the county, the township and the district roads are being constructed.

being constructed. On Main Roads.

On Main Roads.

Two of these trunk lines, transcontinental in nature, are of engrmous moment to Memphis and her trade territory. One is the Bankhead National highway and the other is the Mississippi River Scenic highway. The Bankhead lighway is an east and west road across the country. The Scenic highway is a north and south road from Minnesota to the galf.

The Bankhead road is surveyed from Washington. D. C. to El Paso, Tex. via Memphis. Pathfinders have selected a routing from El Paso to Los Angeles, reporting it Feb. 5 to a meeting of the board of directors of the highway at Birmingham. Ala.

This highway will be the great east and west highway of the South, rivaling the Lincoln highway, which is the east and west roadway across the northern part of the nation. Both are more than 3,000 miles long and will be, when completed, hard-surfaced for all-year trayel from one end to the other.

Fifty per cent of the Bankhead roadway between Memphis and Washington, D. C. is completed. The remaining half is surveyed, graded and ready for sur-

D. C. is completed. The remaining half is surveyed, graded and ready for surfacing. The financial arrangements for its completion are perfected and it can be finished in a comparatively short

To the east the road passes through Holly Springs, New Albany, Tupelo, Birmingham, Atlanta and en up through the Carolinas and Virginia.

To the west if passes through Forrest City, Brinkley, Little Rock, Hot Springs, Texarkana, Dallas, Fort Worth, Mineral Wells; Sweetwater and El Paso.

On Scenic Road, Too.

On Scenic Road, Too.

The Mississippi River Scenic highway starts above St. Paul, on the west side of the Mississippi, and extends south into lows. It branches at Keokuk, one line running down the west side of the river through Missouri to St. Louis, the other through Hilmois to St. Louis, the other the branches course of the Missispipi through Eastern Missouri by way of Cape Girardeau. It enters Arkansan near the river, touching Blytheville, Osceola and into Memphis over the Harshan bridge.

South from Memphis it touches Coahoma, Tunica, Clarksdale, Greenville, Vicksburg, Baton Rouge, St. Francisville and New Orleans.

Most of the route is surveyed and

and New Jordans st of the route is surveyed and is a field man out at the present devoting his entire time to the dation of interest in finishing the

stimulation of interest in tinishing the project.

The lower end of the road is in fine shape so far as organization and work is concerned. The one bad problem faced is construction north of Vicksburg, where it crosses lowlands, Government aid is now being sought so that the hig cost of work at that point can be put through. Work and interest on the northern end of the highway is progressing very satisfactorily save in the vicinity of New Madrid, Mo., and a campaign is planned in that vicinity for the immediate future.

The Mississippi Scenic is a comparatively new project, the first get-together of importance being held last

proclivities are familiarly known in Memphis.

In addition to these two great-trunk lines there are several other cross-country highways centering here. The Yazoo Deita highway, extending south to Jackson, Miss., is one, though of perhaps lesser note than some of the others. It follows exactly the same route as the Mississippi Hiver Scenic roul as far as Clarksale, and furns. od and then south to Jackson. This roadway passes through the very heart of the Yazon-Mississippi delta from one end to the other. It taps some of the greatest

trade ferritory Memphis has.

Jeff Davis Road.

Jeff Davis Road.

The Jefferson Davis is one of the older and better known transcontinental systems touching Memphis. Its route is from Louisville, Ky., to New Orleans, through Memphis, touching Paducah, Mayfield, Fulton, Union City, Dyersburg, Rikey and Covington, Southfrom Memphis it goes through Byhali, Holly Springs, Water Valley, Coffeeville, Grenada, Winoma, Canton, Jackson, Miss., and on to New Orleans.

Financial arrangements are complete for early construction of the road through Tennessee and it will be the first trunk line-sonstructed. To the south it is being worked, the only weak spot being between Oxford and Grenada in Mississippi.

Memphis also is one end of a branch of the famous Ozark trails running from St. Louis to the Southwest by way of Springfield, Mo. The road from Springfield, Mo. The road from Springfield, Mo. to Memphis, while realty a branch, is as important a nertion of the system as any other and is being iven the same attention. It passes inrough West Plains, Mammoth Spring Jonesboro, Marked Tree, Marfon and into Memphis over the Harahan bridge. Another important trunk line is the highway from Memphis to Salloh park by way of Somerville, Whiteville, Jackson, Tenn, and Shioh park, touching Corinth, Miss, and converging with the Muscle Shoals roadway.

Still another is the Muscle Shoals highway, laid out from Memphis to Chattanooga and from Memphis to Chattanooga, where it ties up with the Dixie highway, West of here it goes through as represent passes through Marlon, Crawfords.

As in every great undertaking such as road building, certain obstacles are it passes through Marlon, Crawfords and firming differity and one overy great undertaking such the process traffic which is hampering congested traffic which is as every great undertaking such as road building, certain obstacles are to be met and overcome. The greatest of the process throu

out to Chattanoga, where it thes up with the Dixle highway. West of here it passes through Marien, Crawfords-ville, Parkin, Wysne, Des Arc, Eittle Rock and Hot Springs.

Other Roads Planned.

There are several other roads more or less involved with those trunk lines mentioned and some proposed but not yet definitely founded. In these latter may be included the Evergreeff trails, proposed as a roadway from the state of Washington, through Western states into Arkansas and by way of Memphis to the Southeast.

All of these trunk line systems converging in Memphis are the objectives toward which all the communities in Memphis trade territory are building their community. County, and minor

Memphis trade territory are building their community, county, and minor highways and the trunk lines are particularly important is that respect.

The small laterals or feeder roads eventually will form a complete network tied up closely with the trunk lines from Memphis, making traffic to any part of Memphis territory over hardsurfaced roads not only possible but very practical.

It is the building of these trunks and these laterals that is furnishing the country an eye-opener just now. The work Arkansas is doing in this respecting attracting nation-wide attention. Arkansas has \$100,000,000 in road bonds, money collected for most of them, as proof that the so-called Razorback state is not willing to remain in a state of road lethargy.

The Arkansas road builders have a program for improving \$500 miles of bighways that will form a system con-

The Arannas road outers have a program for improving 8,500 miles of highways that will form a system connecting all important points and all county seats as well as making connection with all trans-state national highways. The enormous program would build two fine roads clear across the continent Of the \$ 500 miles, 3,600 will connec county seats and the more importan towns, while the remaining 4,900 mile are laterals which branch off into in

Arkansas Busy.

There are several individual highway projects in Arkansas now, all of them in the rich east half of the state, upon which work is now being done, which will cost from \$2,000,000 to \$4,000,000

hind that of Arkansas. Washington county is spending upward of \$3,000,000 for fine highways. The concrete system was begun early in 1919 and is being pushed vigorously. Road work also is flourishing around Clarksdale and throughout Coahoma county. Tunica is making fine progress. One district in Sunflower county recently let a contract for improving 53 miles of roads. The whole state of Mississippi was behind a movement for a state-wide.

As in every great undertaking, such as road building, certain obstacles are to be met and overcome. The greatest difficulty faced in building roads about Memphis is lack of necessary materials. A great portion of the country about Memphis, particularly west and south, is delta or alluvial soil deposited centuries ago by the Mississippi river. It has wonderful fertility and every other asset—but it contains little or no road building material. There is no gravel or stone to be found. So the region must depend upon its materials from other sources.

The unusual shortage of railroad cars is at present the big obstacle preventing road builders from getting all the material they want. The Memphis re-

BY C. E. COLLINS.

Secretary, Southern Altuvial
Land Association,

When the control of the part of the

would Lower Cost.

Employment of such a system, according to T. B. King of the Memphis Chamber of Commerce, will mean a great reduction in cost of building roads. He says much of the added cost of rords today as compared with a few years ago is due to contractors losing time because of material shortage. They lay off men and teams a few days awaiting material, work a while, and then are forced to stop again. The cost of such delays is charged against the cost of building the roads. So a county-owned material dump would cut off this big overhead, to see the cost of such delays is charged against the cost of building the roads. So a county-owned material dump would cut off this big overhead, to see the cost of building the roads. of what it would save in speeding up improvements, in helping the car sit-uation and in lowering the cost of ma-terials through year-around purchases and shipments.

There is another danger to the material shortage situation. It lies in the possibility of use of inferior materials, People want and demand more good poads, and there is fear that these demands may be yielded to by substitution of inferior materials rather than

But such obstacles are met with everywhere and in every undertaking, and they are of little or no consequence to the public at large, who knows and cares little of the contractor's trials and tribulations so long as the finished product is forthcoming. It may not be and tribulations so long as the finished product is forthcoming. It may not be good business and it is not good business, but when a community or a county or district wants a highway completed and has the money ready to pay the cost, it wants something done. And Memphis territory is alive with that spirit. It wants more good roads, it has the money to foot the bill and the roads are coming.

Delta Real Reason.

A school child knows most of the rea-A school child knows most of the reasons for good highways in these days
and times, but there is one big reason
not quite so common and so prominent
in other parts of the country as locally,
why Memphis is interested in the development of better highways.
Memphis draws a very great proportion of her trade and business from
the West and South. The delta of
Arkansas and Mississippi does an enormous business here.
It is estimated that there are three

mous business here.

It is estimated that there are three and a half million acres under cultivation in the delta region. There are sistegn million acres that can be put into cultivation. All the great alluvial region has the same kind of soil, the same climate and the same opportunities for becoming wealth-producing. Therefore if 160 per cent development and utilization can be realized instead of 30 per cent as at present, Memphis will profit in added business in an enormous way.

The building of fine highways to open up all this undeveloped region is one of the surest and quickest ways, of getting it settled and making it produce. It is one of the big reasons why

The City's Attraction.

The City's Attraction.

It was Memphis' geographical location, the prospects for making Memphis' trade territory a great live speck producing center, the city's exceptionally givantageous freight rates and the absence of a packing plant nearer than St. Louis, that precipitated the movement for the establishment here of a modern packing plant. The necessity for such a commercial enterprise was apparent. It was demonstrated when Hunt and company began to sell packing plant stock. In considerably less than one year's time 2.000 stockholders, the personnel of which is made up of bankers, merchants and live stock raisers of the three states, bought the entire issue of \$1,000,000 capital stock, and the plant is now in course of construction. Expectations'are that it will be completed late this year.

Proper management is everything to the success of an institution, and in looking about for a manager the company considered many, before deciding. Reaching a decision, it then became a question of inducing a manager of the caliber the company demanded to accept the position.

As one official of the packing cor-

Manager Experienced. He referred to M. P. Burt, who has been on the job as general manager since the project was launched one year ago.

Memphis Destined to Become South's

Formation of Local Company and Impetus Given Live Stock Movement Insure City's Future In Meat Line.

M. P. BURT. General Manager Memphis Packing

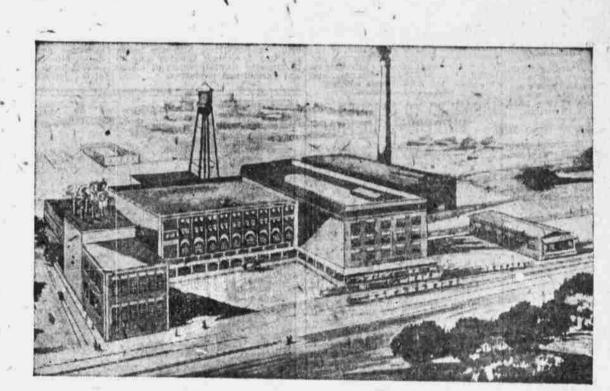
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BERLIN,-It has just been disc



The Faith of 2,000 STOCKHOLDERS

Reflected in the plans for this modern packing plant, construction of which is now under way, is the faith of 2,000 stockholders-bankers, merchants and live stock raisers in the three states-who provided an operating capital of one million dollars.

Memphis Packing Corp.

NOAH ONLY BUILT THE ARK?

If he could see some of our modern bungalows or some of our up-to-date cabinets and store fixtures, in fact, any of the numerous things our skilled mechanics build, we feel sure he would regret we did not build the ark.

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